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Osterfeld

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(54) **AIRBAG MODULE AND MODULE HOUSING**

(71) Applicant: **TK Holdings Inc.**, Auburn Hills, MI (US)

(72) Inventor: **Douglas L. Osterfeld**, Waterford, MI (US)

(73) Assignee: **TK Holdings Inc.**, Auburn Hills, MI (US)

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B60R 21/217 (2011.01)
B60R 21/201 (2011.01)

(52) **U.S. Cl.**
CPC ***B60R 21/2176*** (2013.01); ***B60R 21/201*** (2013.01)

(58) **Field of Classification Search**
CPC B60R 21/2176; B60R 21/217; B60R 21/2177; B60R 21/201; B60R 2021/2177
USPC 280/728.1
See application file for complete search history.

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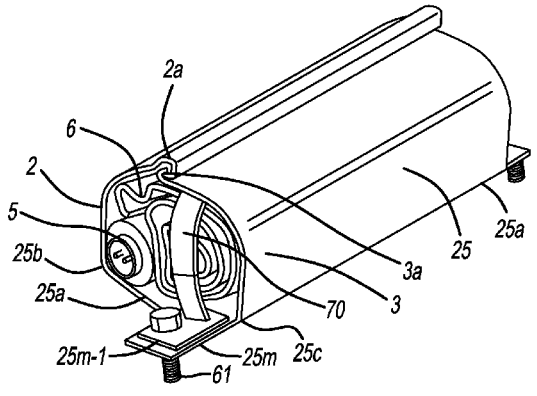
Primary Examiner — James English
(74) *Attorney, Agent, or Firm* — L.C. Begin & Associates, PLLC

(57) **ABSTRACT**

A housing for an airbag module includes an extrusion incorporating a body portion and a cover extruded integrally with the body portion so as to form a single monolithic unit.

16 Claims, 4 Drawing Sheets



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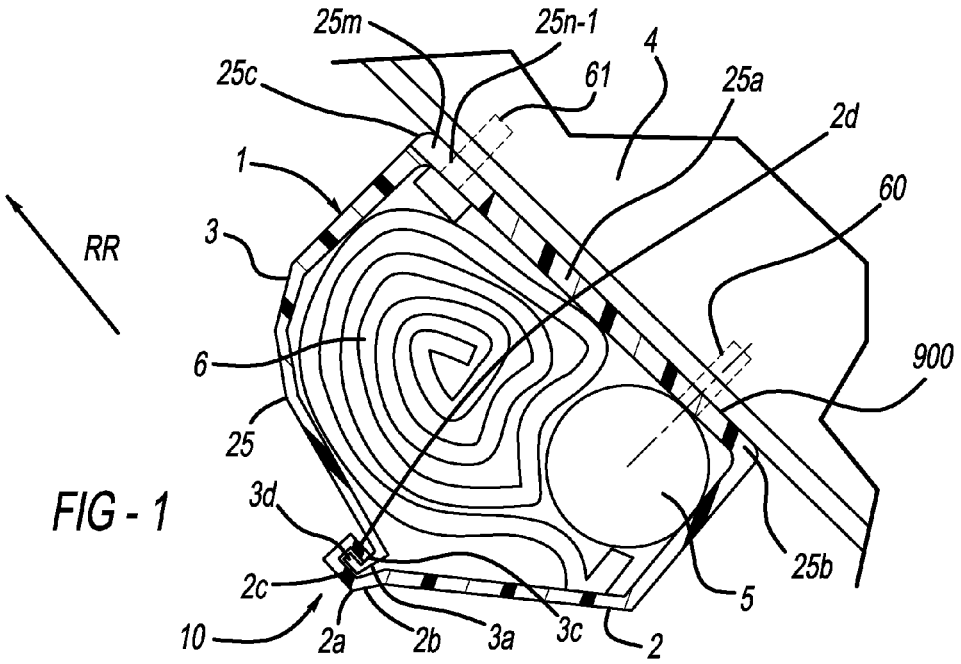

FIG - 1

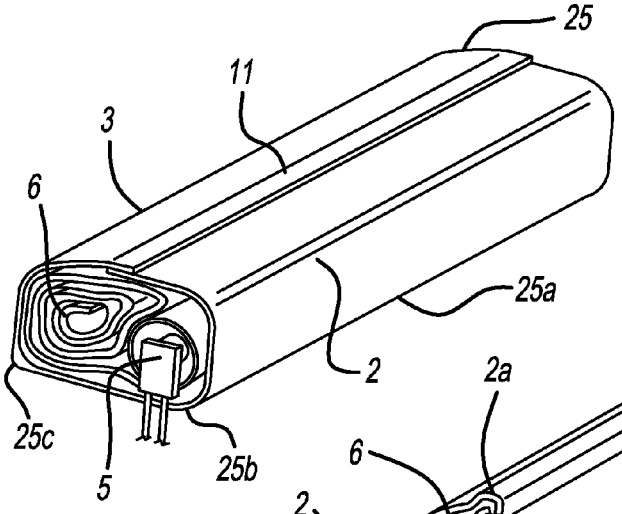

FIG - 2

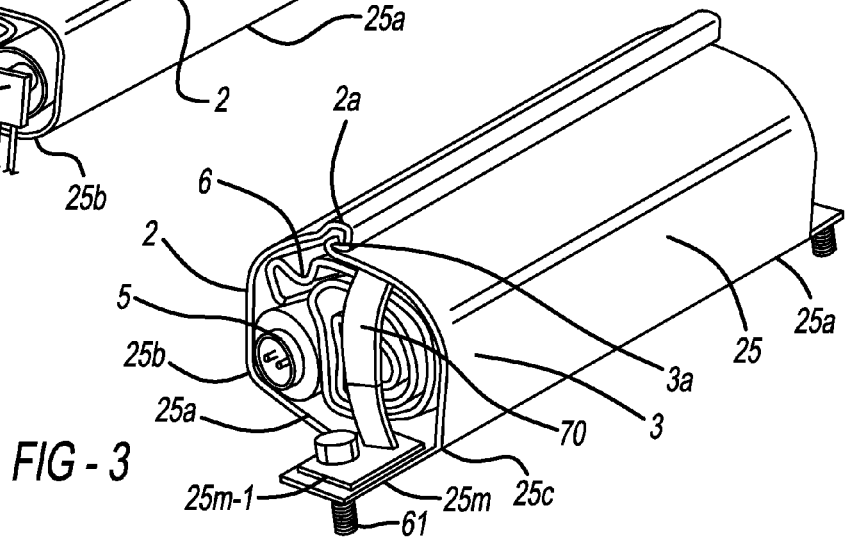

FIG - 3

FIG - 2A

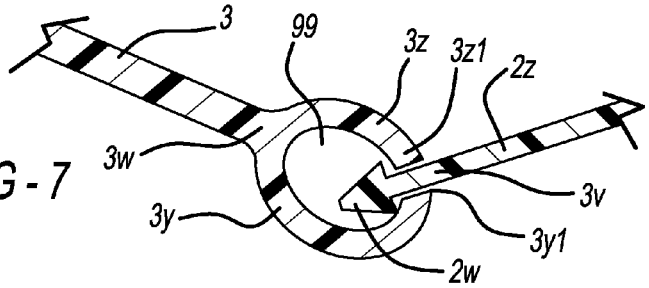

FIG - 7

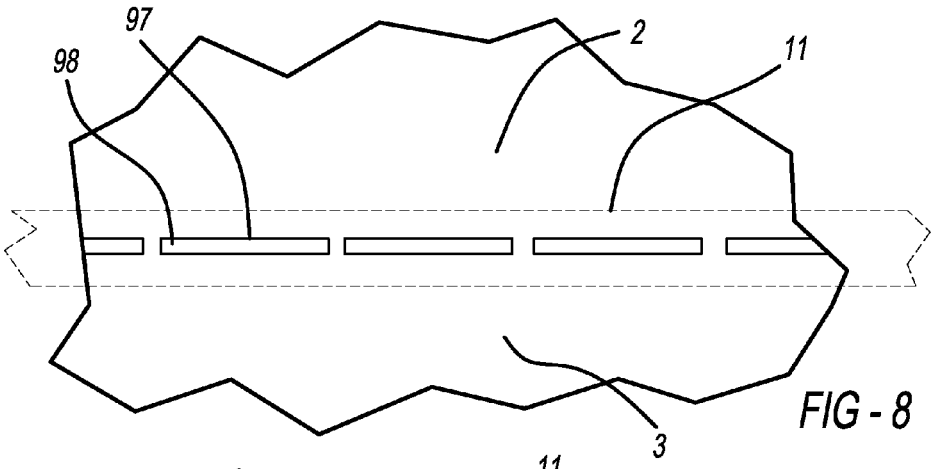

FIG - 8

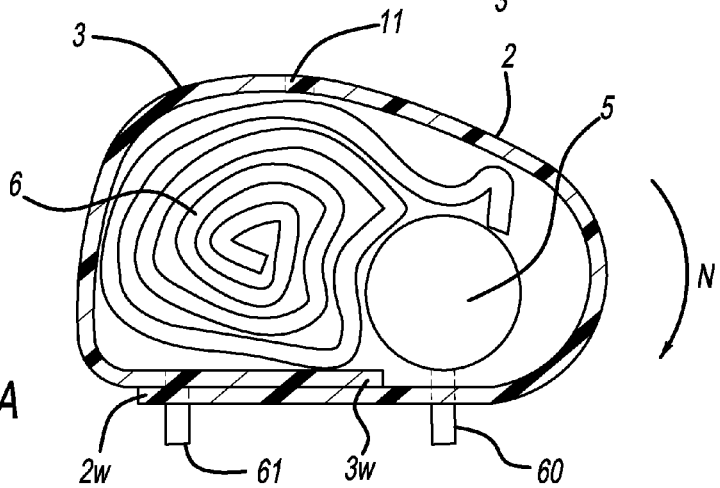

FIG - 8A

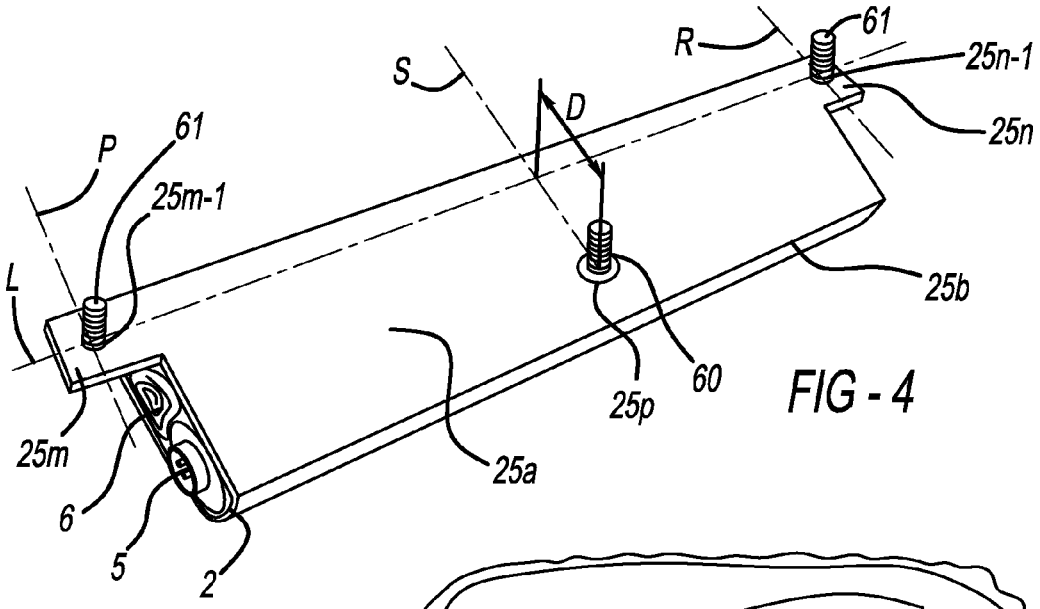

FIG - 4

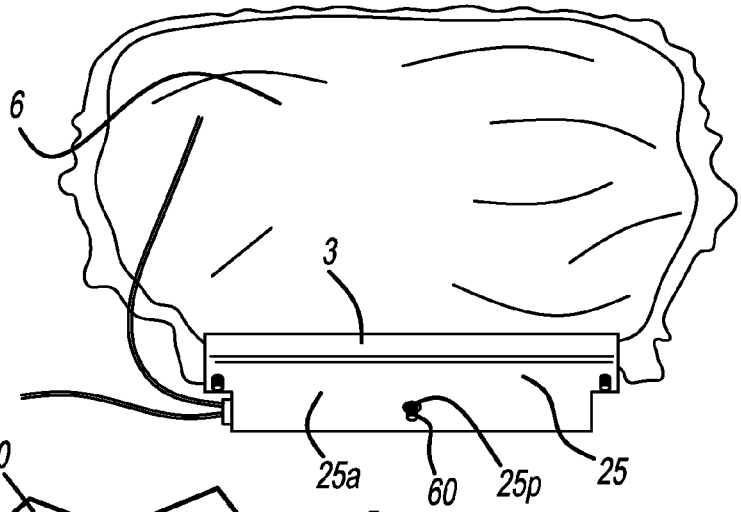

FIG - 5

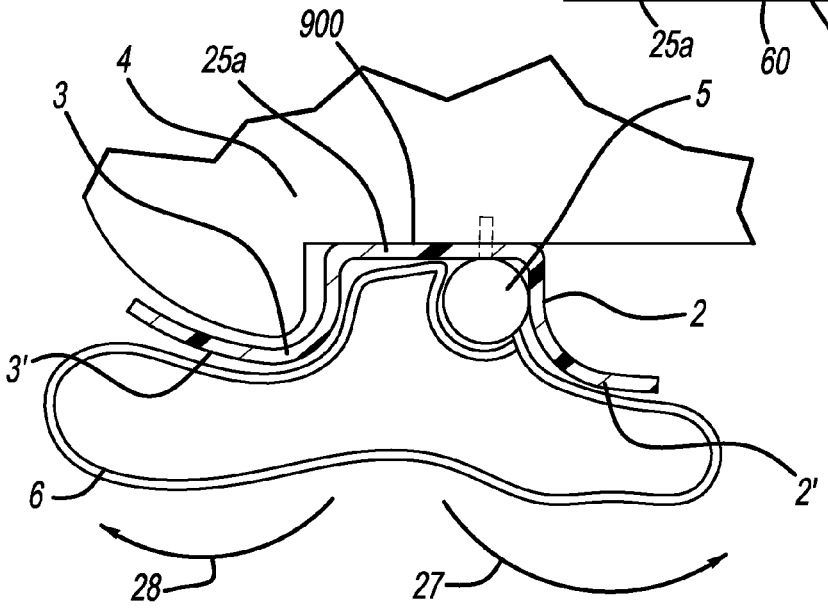

FIG - 6

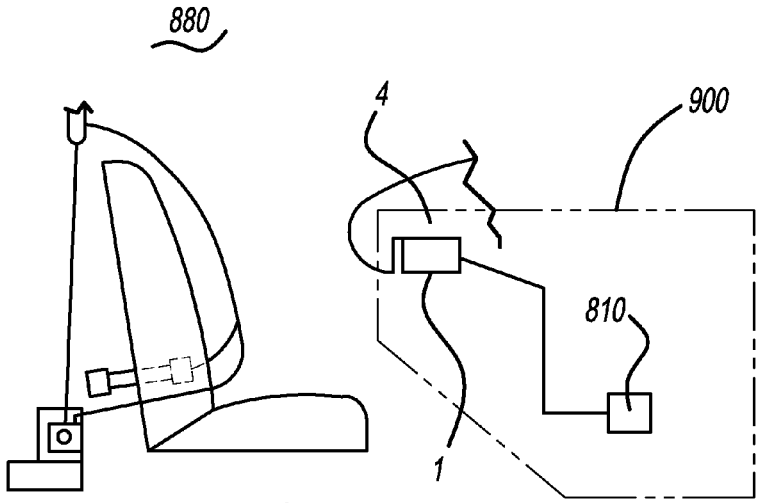

FIG - 9

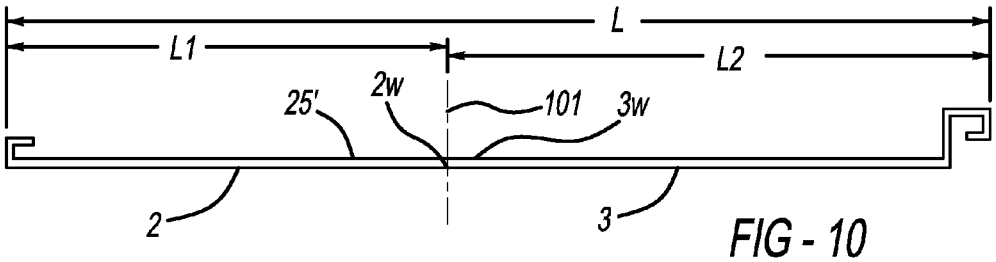

FIG - 10

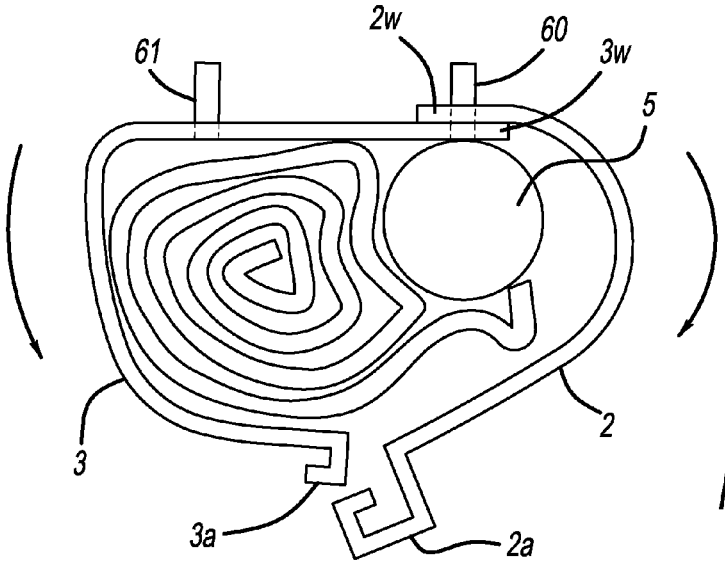

FIG - 10A

AIRBAG MODULE AND MODULE HOUSING

CROSS-REFERENCE TO RELATED APPLICATIONS

This application claims the benefit of U.S. Provisional Application Ser. No. 61/836,633, filed on Jun. 18, 2013, the disclosure of which is incorporated herein by reference in its entirety.

BACKGROUND

This application relates generally to the field of driver and passenger protection devices in automobiles.

Airbag modules may be mounted in an interior of a vehicle. The airbag module generally includes a housing containing an airbag structured to deploy to cushion body portions of a vehicle occupant, in the event of a vehicle collision. Generally, the housing provides a mounting structure for securing the module components with respect to each other and for mounting the module components to the vehicle. The housing may need to reliably secure the airbag therein prior to airbag deployment. The housing also needs to reliably open so as to release the airbag during deployment.

Previously, module housings have been produced by such processes as injection molding and stamping. However, these processes may generate excessive scrap. Also, the requirements of processing the housing materials may necessitate thicker cross-sections than would otherwise be necessary, thereby increasing part weight and cost.

In addition, the housing generally includes a body and a cover applied to the body to retain the module components within the housing for installation in the vehicle and until airbag deployment. In fabricating the housing using injection molding and stamping processes, it has been necessary to form the cover separate from the body. This increases tooling, manufacturing and inventory costs and may also complicate module assembly.

In view of the above, an ongoing need exists for improved module and housing structures that meet manufacturing and operational requirements.

SUMMARY OF THE INVENTION

In one aspect of the embodiments described herein, a housing for an airbag module is provided. The housing includes an extrusion incorporating a body portion and a cover extruded integrally with the body portion so as to form a single monolithic unit.

In another aspect of the embodiments of the described herein, a housing for an airbag module is provided. The housing is formed from an extrusion incorporating a body portion and a cover extruded integrally with the body portion so as to form a single monolithic unit.

BRIEF DESCRIPTION OF THE DRAWINGS

The accompanying drawings, which are incorporated in and constitute a part of this specification, illustrate embodiments of the invention and together with the description serve to explain principles of the invention.

FIG. **1** is a cross-sectional side view of one embodiment of an airbag module attached to a portion of a vehicle interior, and showing one embodiment of a disengagegable connecting means for connecting portions of the housing prior to airbag deployment.

FIG. **2** is a perspective view of another embodiment of an airbag module.

FIG. **2**A is a cross-sectional view of a portion of an airbag module housing showing an alternative embodiment of a disengagegable connecting means for connecting portions of the housing prior to airbag deployment.

FIG. **3** is a perspective view of a portion of the airbag module shown in FIG. **1**, shown detached from the vehicle.

FIG. **4** is a perspective view of the airbag module shown in FIG. **1** showing a portion of the module used for mounting to a vehicle.

FIG. **5** is a plan view of the airbag module shown in FIG. **1** after deployment of an airbag contained in the module.

FIG. **6** is a cross-sectional side view of the airbag module shown in FIG. **1** during deployment of the airbag.

FIG. **7** is a cross-sectional view of a portion of an airbag module housing showing an alternative embodiment of a disengagegable connecting means for connecting portions of the housing prior to airbag deployment.

FIG. **8** is a plan view of a portion of an airbag module housing showing another alternative embodiment of a disengagegable connecting means for connecting portions of the housing prior to airbag deployment.

FIG. **8**A is a schematic end view of an airbag module fabricated using the housing embodiment shown in FIG. **8**.

FIG. **9** is a schematic view of a portion of a vehicle occupant protection system installed in a vehicle and incorporating an airbag module **1** in accordance with an embodiment described herein.

FIG. **10** is an end view of an extrusion from which an embodiment of the airbag module housing may be formed.

FIG. **10**A is a schematic end view of an airbag module fabricated using the housing embodiment shown in FIG. **10**.

DETAILED DESCRIPTION

Like reference numerals refer to like parts throughout the description of several views of the drawings. In addition, while target values are recited for the dimensions of the various features described herein, it is understood that these values may vary slightly due to such factors as manufacturing tolerances, and also that such variations are within the contemplated scope of the embodiments described herein.

Embodiments will be described with reference to the accompanying drawings. FIG. **1** shows a portion of a vehicle located in the occupant compartment of the vehicle, including an airbag module **1**. The airbag module **1** includes an inflator **5**, an airbag **6**, and a module housing **25**. A body portion **25***a* of the housing **25** is mounted to a suitably located panel **4** or other portion of the vehicle interior using suitable mounting hardware.

In the embodiments described herein, housing **25** is formed using an extrusion process. This type of process is known in the art. Depending on the requirements of a particular design, secondary operations (such as die cutting, for example) may be performed on the housing after extrusion.

Also, in the embodiments described herein, housing **25** has body portion **25***a* and a cover (generally designated **10**) extruded integrally with the body portion **25***a* so as to form a single monolithic unit. As used herein, the term "monolithic" means that the housing is extruded as a single piece. Thus, in the embodiments shown, body portion **25***a*, first portion **2** and second portion **3** as described below are formed as a single, unitary piece.

In the embodiment shown in FIGS. **1-6**, cover **10** includes a first portion **2** extending from a first edge **25***b* of the body

portion, and a second portion **3** extending from a second edge **25***c* of the body portion opposite the first edge. In FIG. **1**, body portion **25***a* is planar and is structured for mounting to a mounting surface **900** of the panel **4** such that the body portion extends along and contacts the mounting surface. In FIG. **1**, the mounting surface **900** to which the body portion **25***a* is secured is shown residing at an angle with respect to the horizontal. However, the body portion may be secured to a horizontal mounting surface (such as shown in FIG. **9**), a vertical mounting surface, or a mounting surface oriented at any angle needed to achieve a desired airbag deployment direction, depending on the requirements of a particular application.

In particular embodiments, the housing is extruded from a polymeric material. Polymers suitable for use in the housing embodiments described herein will generally have superior low-temperature flexural properties. One example of a polymer suitable for use in the housing embodiments described herein is Adflex KSO21P Polyolefin from LyondellBassell Industries. One suitable source for this material is Gemini Plastics located in Ubly, Mich. However, any of the housing portions **25***a*, **2** and **3** may be formed from any material suitable for the purposes described herein.

In one embodiment, at least the one of housing portions **2** and **3** positioned farthest from the inflator **5** (for example, housing second portion **3** in the embodiment shown in FIG. **6**) is also structured to resiliently bend downwardly and outwardly as shown in FIG. **6**, responsive to forces exerted by an inflating airbag positioned in the housing. This resiliently bendable portion of the housing thereby acts as a ramp to guide the airbag from a stored position into the occupant compartment. In particular embodiments, housing second portion **3** bends in the direction indicated by arrow RR (towards the rear of the vehicle, as shown in FIG. **1**) during airbag deployment. The size or surface area of housing portion **3** acting as a ramp may be adjusted to the particular vehicle application by adjusting the location of the seam formed by the connection between the edges of housing portions **2** and **3**. In the particular embodiment shown in FIGS. **1-6**, both of housing portions **2** and **3** act as ramps during airbag deployment, in the manner described below.

In one embodiment, the housing is extruded in the desired folded or final configuration, but with the free edges of first and second housing portions **2** and **3** separated. For example, the housing **25** may be extruded in the form shown in FIG. **2**, with the housing portion free edges separated. If desired, any disengageable connecting means to be incorporated into the housing may also be extruded integrally with (and during the same process as) the remainder of the housing. If it is desired to provide additional features such as mounting members **25***m* and **25***n* (as shown in FIG. **4** and described herein), die-cutting or other suitable post-extrusion operations may be performed on the extruded housing.

In the embodiments described herein, disengagegable connecting means are provided for connecting the first portion **2** and the second portion **3** along a seam formed therebetween. The connecting means maintains the connection between the first and second portions **2** and **3** prior to activation of the airbag module and inflation of the airbag. This keeps the folded airbag **6** contained within the module housing **25** prior to module activation. The connecting means is also disengagegable responsive to forces exerted by the airbag on the housing portions **2** and **3** during inflation or expansion of the airbag, to release the expanding airbag from the housing. In particular embodiments, the disengagegable connecting means are extruded integrally with (and during the same process as) the remainder of the housing.

Referring to FIG. **1**, in one embodiment, the first portion **2** and the second portion **3** are joinable or connectible at a seam formed therebetween by any suitable mechanism. For example, the first portion **2** and the second portion **3** may each include a latching or clasping mechanism such as, for example, the curved, interengaging hook portions **2***a* and **3***a* shown in FIG. **1** which are configured to clasp together after the folded airbag has been positioned in housing **25**. The curved, interengaging hook portions **2***a* and **3***a* shown in FIG. **1** may be extruded into and along with the remainder of the housing, as previously described. In the embodiment shown in FIGS. **1** and **3**, a hook portion **2***a* is formed along an edge **2***b* of first portion **2** and defines a cavity **2***c* structured for receiving therein a complementary end **3***d* of a hook portion **3***a* formed along an edge **3***b* of second portion **3**. Hook portion **2***a* terminates in an end **2***d* structured to be insertable inside a cavity **3***c* formed in a hook portion **3***a* of housing second portion **3**.

As described above, hook portion **3***a* is formed along an edge **3***b* of second portion **3** and defines cavity **3***c* structured for receiving therein a complementary end **2***d* of hook portion **2***a* formed along edge **2***b* of first portion **2**. Hook portion **3***a* terminates in an end **3***d* structured to be insertable inside cavity **2***c* formed in a hook portion **2***a* of housing first portion **2**. The folded airbag is positioned within the housing **25** and first and second housing portions **2** and **3** folded over the airbag to enclose the airbag. Housing portions **2** and **3** will contact the airbag and further compress the airbag in the housing as the portions of the clasping mechanism are engaged with each other. The folded airbag will tend to resist further compression by the first and second housing portions **2** and **3** and will exert counter forces on the housing portions resisting engagement of the clasping mechanism components.

Hook portion **2***a* is structured to enclose the end **3***d* received therein such that a force exerted by the airbag on housing second portion **3** tends to force hook end **3***d* deeper into cavity **2***c* or otherwise into tighter engagement with hook portion **2***a*. Similarly, hook portion **3***a* is structured to enclose the end **2***d* received therein such that a force exerted by the airbag on housing second portion **2** tends to force hook end **2***d* deeper into cavity **3***c* or otherwise into tighter engagement with hook portion **3***a*. Thus, the forces exerted by the compressed airbag on the first and second housing portions **2** and **3** and on the particular clasping mechanism structure shown in FIGS. **1** and **3** aid in securing ends of the housing first and second portions **2** and **3** together prior to airbag deployment.

The clasping mechanism just described is also structured to release or disengage during deployment of the airbag **6** and responsive to the onset of airbag deployment. In this embodiment, a particular embodiment, the clasping mechanism elements are structured to have sufficient stiffness to maintain the locking engagement shown in FIG. **1** and previously described. The clasping mechanism elements are also structured to have sufficient flexibility to deform (if necessary) under loading from the expanding airbag, such that hook end **3***d* disengages from hook portion **2***a* and hook end **2***d* disengages from hook portion **3***a* when the airbag starts to inflate.

FIGS. **10** and **10**A illustrate a particular embodiment of a method for fabricating a module housing. FIG. **10** is an end view of an extrusion from which an embodiment of the airbag module housing may be formed. FIG. **10**A is a schematic end view of an airbag module fabricated using the housing embodiment shown in FIG. **10**. In FIGS. **10** and **10**A, the housing portions have free edges incorporating

disengagegable connecting means as shown in FIGS. **1** and **3**. However, the disengagegable connecting means formed along the housing portion edges may have any suitable alternative configuration.

In FIG. **10**, a housing blank **25'** is extruded from a die along an axis extending perpendicular to the plane of the drawing. After extrusion, blank **25'** may be cut along a cut line **101** located so as to provide a desired length L**1** of first housing portion **2**, and a desired length L**2** of second housing portion **3** (where lengths L**1** and L**2** extend along the plane of the drawing page). First housing portion **2** then terminates in a free edge **2***w*, and second housing portion **3** terminates in a free edge **3***w*. The lengths of the housing portions **2** and **3** are determined by the desired location of the connecting seam between the disengagegable connecting means, the particular dimensions of the disengagegable connecting features used to connecting the housing portions, and other pertinent factors. In a particular embodiment, the cut line for the free edge **2***w* of first housing portion **2** is spaced apart from the cut line for the free edge **3***w* of second housing portion **3**. Thus, the portion of the housing blank between these cut lines is unused in the final housing. This allows greater flexibility in fabricating any of a variety of lengths of the first and second housing portions from a single housing blank.

Referring to FIG. **10**A, after the blank **25'** has been cut, edges **2***w* and **3***w* may be overlapped and secured together (for example, using fasteners **61** or any other suitable means). The edges of the housing portions incorporating the disengagegable connecting means are then mated as described elsewhere herein, after insertion of the module components and folding of the housing portions **2** and **3**. The ability to cut each of housing portions **2** and **3** to a desired length allows the location of the connecting seam to be varied along the housing exterior surface, according to the requirements of a particular application. In addition, housings of various sizes can be fabricated from a blank **25'** of a single overall length L.

FIG. **7** is a cross-sectional view of a portion of an airbag module housing showing an alternative embodiment of a disengagegable connecting means for connecting portions of the housing prior to airbag deployment. Referring to FIG. **7**, in an alternative embodiment, housing second portion **3** is formed such that a pair of opposed, resiliently deflectable wall portions **3***y* and **3***z* extend from and along a free edge **3***w* of the second housing portion **3**. Walls **3***y* and **3***z* define a cavity **99** therebetween. Walls **3***y* and **3***z* extend along all or at least a portion of the housing portion edge **3***w* and terminate in free ends **3***z***1** and **3***y***1** which define a gap **3***v* therebetween. In addition, a free edge **2***w* of first housing portion **2** is formed into a tapered, "arrowhead" configuration structured for insertion into the gap **3***v*. As the edge **2***w* is wedged into gap **3***v* and into the cavity **99**, wall portions **3***y* and **3***z* deflect and snap back behind edge **2***w* to help retain the edge **2***w* within the cavity **99**. At some point during airbag inflation, the airbag exerts sufficient force on the separating housing portions **2** and **3** to produce extraction of edge **2***w* from cavity **99**. The elements of the alternative disengagegable connecting means just described **1** may be extruded into and along with the remainder of the housing, as previously described.

In particular embodiments, first portion **2** and second portion **3** are formed as a single, unitary piece connected at a seam **98** formed therebetween. The disengagegable connecting means is in the form of a weakened section **11** which may be extruded or otherwise formed along the seam. The weakened section **11** is structured to fracture or tear responsive to expansion of the airbag, thereby enabling the deployed airbag to contact and protect an occupant of the vehicle.

For example, referring to FIG. **8**, perforations **97** may be cut along the seam between first portion **2** and second portion **3** after extrusion. The housing material tears along a longitudinal axis of the perforations, thereby opening the housing.

Referring to FIG. **2**A, in an alternative embodiment, a weakened portion **150** in the form of a "tear seam" is extruded into the housing during housing formation, at a location where it is desired to form a seam between first and second portions **2** and **3**. A relatively thinner wall section t**2** is extruded adjacent (and connecting) first and second housing portions **2** and **3**, each having a relatively greater wall thickness of t**1**. The weakened portion **150** is structured to serve as a stress concentration during airbag deployment, so that the housing fractures along the relatively thinner wall section t**2** during airbag deployment.

In embodiments such as shown in FIGS. **8** and **2**, the respective lengths of first and second portions **2** and **3** may be controlled by adjusting the locations of the housing seam or weakened section formed in the during housing fabrication.

Referring to FIG. **8**A, in one method of assembling an airbag module having a housing with a weakened section, a sheet of flexible housing material is cut to or formed in a predetermined length so as to position the weakened portion **11** at a desired location along an exterior surface of the housing. Ends **2***w* and **3***w* of housing portions **2** and **3** may then be overlapped and secured with respect to each other using, for example, bolts or screws (such as bolts **61**) used to attach the module to the vehicle, or using another suitable method.

According to yet another embodiment, the first portion **2** and the second portion **3** may be connected by a clasping mechanism where one or both portions include an adhesive. In this embodiment, the clasping structures previously described may be omitted from the edges of housing portions **2** and **3**, if desired.

In yet another embodiment, the first and second portions may be connected using a hook and loop type fastener.

Before deployment of the airbag **6**, the disengagegable connecting means keeps the first portion **2** and the second portion **3** connected to each other. During a vehicle collision, the airbag **6** deploys, thereby causing the first portion **2** and the second portion **3** to unclasp, unfasten or otherwise separate.

Alternative latching or securement mechanisms for securing the ends of first and second housing portions **2** and **3** in a closed or latched condition are also contemplated, including mechanisms that remain engaged when no expansion forces are exerted on the by the compressed airbag on housing portions **2** and **3** and/or on the particular securement mechanism. These mechanisms are also structured to release or disengage during deployment of the airbag **6**, and responsive to the onset of airbag deployment.

In the embodiment shown in FIGS. **1** and **3**, housing **25** also includes at least a pair of mounting members **25***m* and **25***n* extending from opposite ends of the body portion **25***a*. In the embodiment shown, each mounting member is located at an intersection of the body portion **25***a* with housing second portion **3**. In addition, each mounting member extends along only a portion of a respective end of the body portion **25***a*. Alternatively, one or more mounting members may extend along an entire length or extent of a respective body portion end. In other embodiments, the

mounting members may be omitted and the housing may be attached to the vehicle along one or more of body portion **25***a* and first and/or second housing portions **2** and **3**.

Each of mounting members **25***m* and **25***n* has a hole or other feature formed therein to facilitate mounting of the housing on a portion of the vehicle using suitable mounting hardware **61** (for example, a fastener such as a nut, screw, or bolt). In the embodiment shown in FIGS. **1** and **3**, the central axes of holes **25***m*-**1** in mounting member **25***m* and **25***n*-**1** in mounting member **25***n* are aligned along a common axis L (FIG. **4**).

Body portion **25***a* also includes an opening **25***p* structured to permit insertion of a stud, bolt or other retention feature **60** therethrough. The retention feature may be, for example, a fastener such as a nut or screw. Retention feature **60** is attached to inflator **5** and passes through the body portion **25***a* when the airbag module is affixed to the vehicle, to attach the inflator to the vehicle. In addition, because body portion **25***a* is positioned between the inflator **5** and the vehicle, the retention feature also aids in securing the body portion **25***a* to the vehicle. Although a single opening for a single retention feature is shown in FIG. **4**, multiple spaced-apart openings may be formed in the body portion to permit the attachment of the inflator and housing to the vehicle using multiple associated retention features.

In the particular embodiment shown in FIG. **4**, opening **25***p* is positioned so as to be spaced apart a distance D from axis L along which the mounting member openings **25***m*-**1** and **25***n*-**1** are formed. In a particular embodiment, opening **25***p* is positioned along an axis S that lies midway between the central axes P and R of openings **25***m*-**1** and **25***n*-**1**. Other arrangements of retention members attaching the housing and/or inflator to the vehicle may also be used, depending on the requirements of a particular application.

Referring to FIG. **3**, in another aspect of the embodiments described herein, an airbag module **1** includes an embodiment of housing **25** described herein, and inflator **5** and airbag **6** secured within the housing. A strap **70** may optionally be provided to aid in securing the airbag in a folded position within the housing. Ends of strap **70** may be secured to mounting hardware positioned on mounting members **25***m* and **25***n*, for example. The strap **70** may then extend into the housing interior to help compress and secure the airbag in a pre-deployment configuration.

FIG. **6** is a cross-sectional side view of the airbag module shown in FIG. **1** during deployment of the airbag. One application of an airbag module structured and positioned in the vehicle as shown, is as a knee airbag. During deployment of the airbag **6**, the first portion **2** and the second portion **3** flexibly fold outwardly so as to form ramps **2'**, **3'** (representing first and second portions **2** and **3** in a deployed condition of the module). The ramps **2'**, **3'** are structured to guide the airbag **6** into the occupant compartment of the vehicle. During the initial deployment stage of the airbag **6**, the airbag exerts forces against the first and second portions **2** and **3**, causing both the first portion **2** and the second portion **3** to follow the trajectory as shown by the first arrow **27** and the second arrow **28**. The first portion **2** bends and follows the trajectory as shown by the first arrow **27**. The second portion **3** bends and follows the trajectory as shown by the second arrow **28** until it contacts and bears against a lower surface of panel **4**. As the first portion **2** and the second portion **3** bend, the deploying airbag **6** follows the path created by the ramps **2'** and **3'**. Also, with one or more of ramps **2'** and **3'** positioned between the vehicle and the airbag during initial deployment, the ramps may act to prevent snagging of the airbag on portions of the vehicle interior during deployment.

According to one embodiment, when the airbag **6** is fully deployed, the first portion after deployment **2'** and the second portion after deployment **3'** are positioned adjacent to the airbag **6**. The first portion after deployment **2'** may be positioned between the instrument panel **4** and the airbag **6**. The second portion after deployment **3'** may be sandwiched between the instrument panel **4** and the airbag **6**.

FIG. **9** is a schematic view of a portion of a vehicle occupant protection system **900** installed in a host vehicle **880** and incorporating an airbag module **1** in accordance with an embodiment described herein. In this embodiment, the airbag module **1** is shown mounted on a lower portion of an instrument panel **4** of the vehicle. However, the module **1** may be mounted in any suitable location. In this embodiment of the vehicle occupant protection system **900**, a vehicle mounted collision sensor **810** detects contact between the host vehicle **880** and another vehicle (not shown). Responsive to this detected contact, an activation signal is sent to the airbag module **1**, resulting in activation of the module gas generator or otherwise releasing pressurized gases into the interior of the airbag **6** (not shown). As the inflator **5** provides gas to the airbag **6**, the airbag **6** inflates and deploys. As the airbag **6** is inflated and deploys, the first housing portion **2** disconnects from the second housing portion **3**, thereby opening the housing. The airbag **6** then expands to enter the occupant compartment of the vehicle, thereby protecting the occupant during the vehicle collision. As the airbag deploys, ramps **2'** and **3'** form guide surfaces which direct portions of the airbag in one or more preferred directions during the initial airbag deployment.

It will be understood that the foregoing descriptions of the various embodiments are for illustrative purposes only. As such, the various structural and operational features herein disclosed are susceptible to a number of modifications, none of which departs from the scope of the appended claims.

What is claimed is:

1. A housing for an airbag module, the housing comprising: a first housing portion including a first end and a second end opposite the first end;

a second housing portion including a first end and a second end opposite the first end,

the first and second housing portions being secured to each other such that the first portion first end and second portion first end overlap each other;

a first side and a second side of the housing defined by joining said first and second housing portions;

a first mounting member attached to said first side, and, a second mounting member attached to said second side; and

a belt containing a first belt end and a second belt end, said first belt end attached to said first mounting member and said second belt end attached to said second mounting member, said belt adapted to secure an airbag in a compressed state,

wherein the first portion second end and the second portion second end are structured to be connectible to each other by a disengageable connecting means.

2. The housing of claim **1** wherein the housing is formed from Adflex KSO21P Polyolefin.

3. The housing of claim **1** wherein the disengageable connecting means comprises a hook and loop type fastening system.

4. The housing of claim **1** wherein the disengageable connecting means comprises an adhesive material.

5. The housing of claim 1 wherein the disengageable connecting means comprises a clasping mechanism formed along an edge of at least one of the first portion and the second portion, the clasping mechanism being structured to engage a portion of the other one of the first portion and the second portion to form a connection therebetween.

6. An airbag module including the housing in accordance with claim 1.

7. A vehicle occupant protection system including the airbag module in accordance with claim 6.

8. A vehicle including the airbag module in accordance with claim 6.

9. A housing blank for an airbag module, the blank comprising: a sheet of housing material including a first end and a second end opposite the first end;

a weakened portion formed along the sheet and spaced apart from the first and second ends,

wherein the sheet is structured such that the first and second ends are positionable and securable in a condition where the first end and the second end overlap each other;

a first side and a second side of the housing defined by joining said first and second ends;

a first mounting member attached to said first side, and, a second mounting member attached to said second side,

whereby said first and second mounting members are adapted to secure a belt adapted to secure an airbag in a compressed state.

10. The housing blank of claim 9 wherein the weakened portion comprises a tear seam.

11. The housing blank of claim 9 wherein the weakened portion comprises at least one perforations extending along a portion of the sheet.

12. The housing blank of claim of claim 11, wherein the weakened portion comprises a series of collinear perforations extending along a portion of the sheet.

13. An airbag housing comprising the housing blank of claim 9.

14. An airbag module including the housing of claim 13.

15. A vehicle occupant protection system including the airbag module in accordance with claim 14.

16. A vehicle including the housing blank for the airbag module in accordance with claim 14.

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